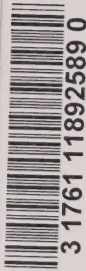




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NORTH PICKERING PROJECT

EVALUATION OF PHASE II

PRELIMINARY PLANNING CONCEPTS

INTRODUCTION

The twelve preliminary planning concepts have been examined by a wide range of participants in the public planning process such as: on-site residents, including the North Pickering Council of Community Associations; various affected agencies and municipalities; representatives of Ministries of the Provincial Government; members of the general public at large; the project planning staff, and Plantown Consultants Limited. That review or evaluation process was focused primarily on the questions posed in the introduction and response form provided with the Planning Information Kit. Its completion has made it possible to establish guidelines for the preparation of more detailed planning proposals for a new community at North Pickering.

This document summarizes the planning guidelines that emerged from the evaluation of the preliminary planning concepts.

PLANNING GUIDELINES

SIZE OF COMMUNITY

The most important guideline that has received general acceptance is the principle of planning for the development of the site to a degree that is something less than its maximum potential capacity for a target year around the end of the next decade.

More precise planning for the years beyond the end of the 1980's can be undertaken when it can more accurately reflect conditions and priorities existing at some future date, and can be undertaken with the involvement of persons then resident in North Pickering.

Current planning activities, however, will continue to include the evaluation of end-state plans with respect to their ability to accommodate potential growth to maturity and full development at some point in time during the 21st century.

FOUR SIZES FOR THE COMMUNITY WERE STUDIED

population
25,000
to
35,000



population
65,000
to
85,000



population
130,000
to
170,000



population
175,000
to
225,000



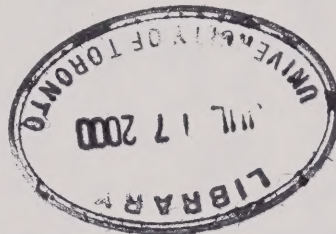
THERE ARE ADVANTAGES TO PLANNING FOR
A SIZE OF 70,000 TO 90,000

The maximum population potential of the North Pickering site, assuming housing densities comparable to other recently developed Canadian communities, has been calculated at about 200,000 persons. The population range for planning purposes could be from 70,000 to 90,000 people, depending on the rate at which development occurs.

The figure of 70,000 to 90,000 is significant because various studies have revealed that this population range can be regarded as a minimum community that would be necessary to sustain a multi-purpose town centre, reasonable social and cultural facilities, and services, a diverse employment base, and viable public transit. However, there is no consensus on the development rate to achieve this capacity. The pace of development will obviously relate to Government policy on housing and other external factors.

It should be pointed out that a lower rate of population build-up and lower population target might jeopardise the financial viability of the community and would likely result in no more than a dormitory or suburban area which, on the basis of all evaluations, is desired by no one.

URBAN FORM



a. Degree of Concentration

There has been a consistent desire to avoid urban sprawl in the development of North Pickering. Actions available to achieve that goal are numerous. A few of the primary ones are outlined below. It has been generally agreed by participants in Phase II of the planning, that there are advantages to a concentrated pattern of the urban fabric at all stages in the development of the new community in order to:

- maximize the amount of good agricultural land preserved for productive use;
- minimize travel distance or time for internal trips;
- facilitate servicing and thereby reduce costs;
- achieve a cohesive physical and visual urban area.

b. Average Overall Residential Densities

There is general preference for an overall average density which allows a wide mix of housing types rather than a predominant concentration at any point in the range.

A housing mix comparable to that existing with Metropolitan Toronto or recently developed new Canadian communities has been adopted as a guideline.

This would permit:

- single family and semi-detached units at an average of 8 dwelling units per acre net*.
- medium density at 15-30 dwelling units per acre net*.
- high density at 40+ dwelling units per acre net*.

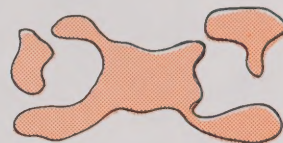
This density would appear to balance the need to address the present housing crisis in Toronto, the public demand for detached housing and the need to ensure the financial viability of the Project while still allowing the private market to implement the housing construction program.

* Net residential acreage includes only residential property plus private internal service roads. It does not include public streets, parks, schools, commercial development, etc., acreages.

A CONCENTRATED URBAN PATTERN HAS ADVANTAGES OVER A DISPERSED ONE

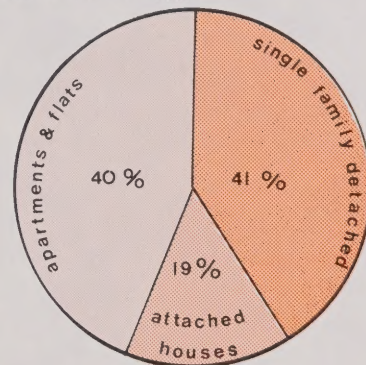


concentrated



dispersed

THE HOUSING TYPE MIX IN METRO TORONTO IN 1971 WAS



THE NEW COMMUNITY WILL HAVE A BROAD RANGE OF DWELLING TYPES AT VARIOUS DENSITIES

single family & semi-detached units	ground-related multiple family units	walk-up & elevator apartments
6-12	15-30	45 & up
typical density ranges (dwelling units per acre net)		

AVERAGE OVERALL RESIDENTIAL DENSITIES WILL BE IN THE RANGE THAT ALLOWS FOR A BROAD MIX OF DWELLING UNIT TYPES

c. Relationship between Employment and Resident Labour Force

There is also support for dispersing employment throughout the site with primary concentrations of industrial development in the northeast and the southwest sectors.

Inherent in this approach is the principle of balance of employment opportunities with the population as well as enhancing the opportunities for a closer relationship between places of residence and employment as a potential means of minimizing the incidence of commuting within and without the community.

EMPLOYMENT OPPORTUNITIES WILL BE IN BALANCE WITH THE RESIDENT LABOUR FORCE

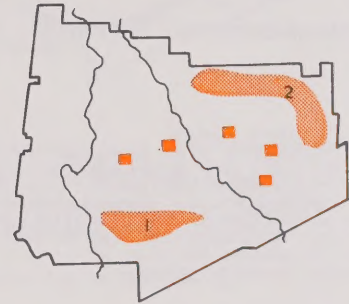


d. Town Centre

There is support for a single town centre to enhance the sense of identity of North Pickering. Two approaches merit further examination. One involves the concentration of appropriate town wide commercial and social facilities in one location; the other involves dispersing some of the major social and institutional facilities throughout the community.

INDUSTRIAL SITES CAN BE IN ONE OR TWO CONCENTRATIONS AS WELL AS IN SELECTED DISPERSED LOCATIONS

The preliminary planning concepts explored the consequences of locating the town centre in several locations including: the possibility of straddling the valley of the West Duffin Creek, adjacent to the valley but on either the west or the east side of it, or between the West Duffin Creek and Little Rouge River. It has generally been agreed that detrimental environmental and transportation effects of straddling the valley of the West Duffin warrant rejecting that possibility. On the other hand, there is fairly widespread support for relating the town centre quite directly to the valley of the West Duffin to take full advantage of its amenities.



The selection of the optimum situation will be dependent on the location and size of the first committed stage of development which is, of course, considerably influenced by the preference for preservation of agricultural land. However, other factors are the benefits to be gained by a good connection to the proposed airport as well as regional transportation linkages and the commercial viability of the centre in relation to the surrounding population areas and other commercial centres. Additional studies are required before this matter can be resolved.

THERE ARE THREE POSSIBLE LOCATIONS FOR THE TOWN CENTRE



e. Open Space System and Natural Preserves

There is consistent agreement to sustain the integrity of the Open Space System as a buffer between the North Pickering Area and all adjacent developments. The preliminary planning concepts most favoured were those which showed an expansion of the Open Space System into the inner planning area between the 10th line in Markham and the Little Rouge River north of Steeles Avenue. This notion has been accepted and will be reflected in all future planning work.

There is also consistent support for the principle that all major river valleys on the site be set aside as public Open Space to provide form and structure to the housing, commercial and employment areas within the developed area.

THE OPEN SPACE SYSTEM WILL BE EXPANDED TO INCLUDE RIVER VALLEYS AND THE AREA WEST OF THE LITTLE ROUGE RIVER



f. Relationship to the Proposed Airport

Because no decision has been made on the new federal airport, there was not a significant public response to this issue, and therefore, it is not possible to gauge public preference in this area.

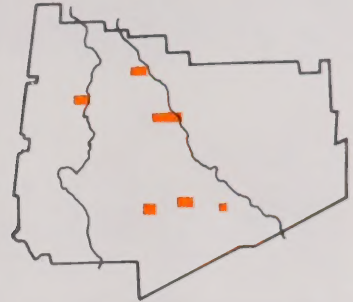
The impact on the North Pickering area of an airport would be very significant in employment and transportation factors. However, the substantial size of the site and the long term nature of the development, provides sufficient flexibility in staging to be able to overcome the current uncertainty.

The on-going planning studies will continue to explore the impact of a possible future airport while providing sufficient flexibility to be able to accommodate the possibility that the airport will not be built.

g. Hamlet Preservation

There is considerable support for preserving historically significant areas and hamlets. Some area residents indicated that they would favour the infilling and possible expansion of existing hamlets. Future concept plans will reflect that possibility while providing for the preservation of historical and architectural features of the existing hamlets.

HAMLETS WILL BE PRESERVED WHETHER
INTEGRATED INTO OR ISOLATED FROM
NEW URBAN DEVELOPMENT



TRANSPORTATION FACILITIES

a. Public Transit

There was a very strong support for having adequate public transit serving the site, although it was consistently recognized that its financial viability was very dependent on an adequate minimum population commitment. There are a number of options available for intermediate capacity transit or bus systems and these options will be explored in all future planning concepts.

REGIONAL TRANSIT CAN PASS ACROSS
THE SITE IN THREE WAYS



b. Future Highway 407

An alignment south of Whitevale has been consistently rejected for two major reasons:

- i) The environmental nuisance as well as physical and social disruption caused by routing it through the site rather than around it, would close options for possible future development, and
- ii) The possibility that this regional and long distance facility would be extensively used for local and intra-community trips.

New concept plans will therefore explore only those variations possible within the northerly corridor of Highway 407 in conjunction with a realigned Highway No. 7.

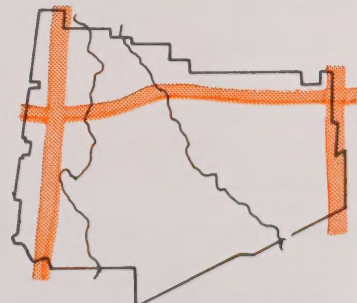
c. Future East Metro Freeway

Two potential corridors have been identified by the Ministry of Transportation and Communications, either one of which might be planned for development in the period 1980 to 1985. Traffic studies for North Pickering have indicated that there may be a need for early construction of this facility.

It is important that the decision on the route consider wider concerns; namely, the impact upon agricultural lands and environmental areas, congestion on Highway 401 and the needs of the proposed airport.

The selected route will affect, to some extent, the location of the first stage of the community and vice versa because to exploit this asset, the initial industrial areas should have good access to the freeway.

Studies will be continued with the Ministry of Transportation and Communications to explore the advantages and disadvantages both for North Pickering and regional traffic movements of an eastern and western location for the east Metro Freeway.



THE NORTHERLY CORRIDOR FOR THE
FUTURE 407 FREEWAY AND BOTH
CORRIDORS FOR THE FUTURE EAST METRO
FREEWAY HAVE ADVANTAGES

d. Relocation of Havelock Rail Line

Two alternative corridors still appear feasible for providing for freight service to industrial areas of the new community if the airport is built and the Havelock line is re-routed:

- i) it could traverse the northern portion of the site below existing Highway 7, or
- ii) railway traffic could be routed along the Belleville line across the southern edge of the site and thence north on new tracks running parallel to Brock Road, up to the existing Havelock line east of the proposed airport site.

e. Community Road Systems

No firm preference has arisen, although there is considerable public support for having limited connections to Metropolitan Toronto. However, there are overwhelming technical reasons for providing strong east-west regional transportation facilities. These, however, could route traffic around the periphery of the North Pickering site and still provide the inter-community linkages which are necessary in the Toronto-Centred region.

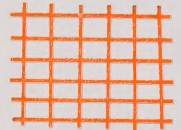
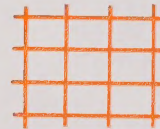
Variations in the spacing of arterial roads, the use of regular or irregular grids or meshes and the directional characteristics of the internal road network in relation to the regional network and land use pattern are all matters that will continue to be explored.

TWO ROUTES FOR THE RELOCATION OF THE HAVELOCK RAIL LINE HAVE ADVANTAGES FOR PROVIDING SPURS TO POTENTIAL INDUSTRIAL SITES



SEVERAL ROAD PATTERNS HAVE DIFFERENT ADVANTAGES FOR INTERNAL MOVEMENTS, COMMUNITY STRUCTURE AND LINKAGES WITH THE REGIONAL ROAD NETWORK

uniform grids of differing spacings



REGIONAL INTEGRATION AND SELF-SUFFICIENCY

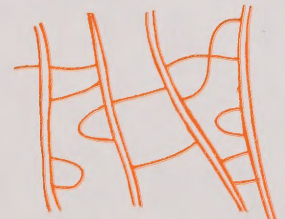
The regional context of the North Pickering site in relation to the existing and anticipated urban centres, transportation and servicing networks, community facilities and areas of differing administrative jurisdictions presents many opportunities and constraints for development on the North Pickering site. The generally accepted view is that it is desirable to adhere to the principles of the TCR concept to forge positive social and economic links between North Pickering and other parts of the Regional Municipality of Durham. Notwithstanding that consideration, there may be great difficulty in achieving either a high level of self-sufficiency or independence from the very dominant influences of Metropolitan Toronto. Providing for a considerable degree of integration with all parts of its immediate region, will, therefore, likely be necessary and will continue to be explored.

differentiated directional mesh networks



LOCATION OF INITIAL DEVELOPMENT

There is marked preference to centre development on the eastern section of the site with a strong orientation to Oshawa. This also reflects the overwhelming support for the preservation of agricultural uses to various degrees, since the prime agricultural land on the site is in the westerly and northerly sectors. The implications of locating development east of the West Duffin Creek, however, require more extensive investigation since many other factors are also involved such as the rate of development and nature of the proposed airport and the timing and location of the East Metro Freeway.



Some of the advantages of a location east of the West Duffin are the following:

- i) This side has the land of lowest agricultural value.
- ii) Development on this side would have the least effect on the existing hamlets.
- iii) The first main industrial areas of the community could be well located between the proposed airport and the residential areas.
- iv) Linkages to Oshawa and areas to the east would be facilitated.

Some of the disadvantages are:

- i) A town centre to serve the area will be inappropriately located if in the fullness of time, the community grows to the area west of the West Duffin, with an equivalent or greater concentration of population resulting from the larger land area available.
- ii) Costs of providing initial services, in particular piped water from the west as proposed in the Central York-Pickering Area Water and Sewage Scheme, will be substantially higher than if development were to start west of the West Duffin.
- iii) Notwithstanding, all attempts to achieve a high degree of self-sufficiency or positive orientation to the east, there will likely be considerable traffic movements to and from Metropolitan Toronto. These could necessitate costly improvements to road networks, including crossings of the West Duffins Creek.

Although there is a preference for initial development on the east side of the West Duffin Creek, planning studies will continue to pursue in greater detail the advantages and disadvantages of locating development on either side.

The divisive effect of the valley of the West Duffin Creek and the physical planning and cost consequences of attempting to link other than very substantial development on both sides of it, has been given considerable study. It has been concluded that development should not extend across it until substantially complete on the side on which it is initiated. Related to this is the determination of the role of the West Duffin Valley. It can be sustained as a natural preserve with minimal provision for human use, or it can be developed as an important component of the active and passive open space facilities of the new community. Both approaches have merit and each has consequences on physical planning that require further study.

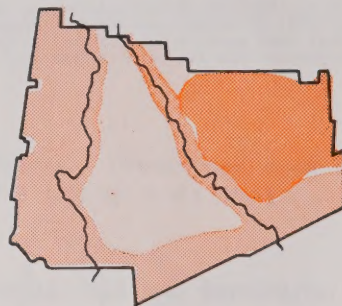
A preference was stated for urban development in the sector of the site east of the West Duffin Creek to be limited on its northerly boundary to a location south of the 5th Concession Line to ensure the preservation of buildings of architectural and historic significance concentrated in that location. Satisfactory means of achieving historical preservation, however, might be equally attainable within the fabric of the new community.

Planning studies, therefore, will continue to explore options for development east of the West Duffin that provide for the preservation of structures of historical and/or architectural significance along the 5th Concession Line either by their exclusion from or inclusion into the urban fabric of the new community.

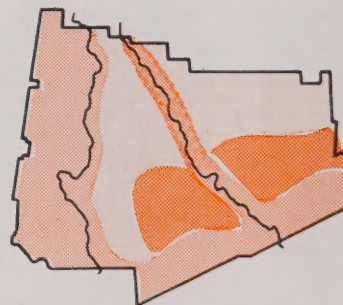
DEVELOPMENT FOR A POPULATION BETWEEN 70,000 AND 90,000 PEOPLE CAN BE SITUATED IN THREE LOCATIONS



between the Little Rouge and West Duffin



east of the West Duffin



on both sides of the West Duffin

If you want to find out more about the Project and how you can get involved, contact us at any time:

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Ministry of Housing
Hon. Donald Irvine, Minister
R. M. Warren, Deputy Minister

October 1974